



DEPARTMENT OF THE NAVY

USS MIDWAY (CV 41)  
FPO SAN FRANCISCO 96631

DECLASSIFIED/982

DECLASSIFIED

CV41:03:bnj  
5750  
Ser C35-83  
31 March 1983

0  
Jagged

[REDACTED] - Unclassified upon removal of enclosure (1)

From: Commanding Officer, USS MIDWAY (CV-41)  
To: Chief of Naval Operations (OPS-0502)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS MIDWAY Command History for Calendar Year 1982

1. (U) In accordance with reference (a), enclosure (1) is forwarded.

C. R. McGRATH

Copy to:

Directory of Naval History

Commander in Chief Pacific Fleet

Commander Naval Air Forces Pacific Fleet (w/o annexes B and C)

Commander Carrier Group FIVE (w/o annexes B and C)

Naval War College (w/o annexes B and C)

Naval Academy (Library) (w/o annexes B and C)

Reg. No. R 014 892 187

DECLASSIFIED

[REDACTED]




DECLASSIFIED

USS MIDWAY (CV-41)  
COMMAND HISTORY 1982  
CAPTAIN C. R. McGRAIL, USN  
COMMANDING

Classified by: Multiple Sources  
Declassify on 31 December 1989

Enclosure (1)



DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

## TABLE OF CONTENTS

PART I (U)	BASIC HISTORY	
A. (U)	Command Organization.....	1
B. (U)	Summary of Operations.....	2
1. (U)	Synopsis.....	2
2. (U)	Full Text.....	4
C. (U)	Special Topics.....	9
1. (U)	Carrier Air Wing Command Organization.....	9
2. (U)	Summary of Flight Hours.....	10
PART II (U)	DOCUMENTARY ANNEXES.....	A-1
A. (U)	Major Departmental Reports.....	A-1
1. (U)	Operations Department.....	A-1
(a) (U)	Combat Information Center.....	A-1
(b) (U)	Meteorological Highlights.....	A-2
(c) (U)	Electronics.....	A-2
(d) (U)	Intelligence.....	A-4
2. (U)	Supply Department.....	A-5
3. (U)	Engineering Department.....	A-7
4. (U)	Weapons Department.....	A-9
5. (U)	Communications Department.....	A-10
6. (U)	Safety Department.....	A-11
7. (U)	Deck Department.....	A-12
8. (U)	Medical Department.....	A-13

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

9. (U) Dental Department.....	A-15
10. (U) Training Department.....	A-15
11. (U) Air Department.....	A-16
12. (U) Navigation Department.....	A-17
13. (U) Aviation Intermediate Maintenance Department.....	A-18
14. (U) Marine Detachment.....	A-21
B. (U) Photo History.....	B-1
C. (U) Officers Directory March 1982 (Separate Enclosure).....	C-1
Officers Directory October 1982 (Separate Enclosure).....	C-2

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

PART I  
BASIC HISTORY 1982

A. COMMAND ORGANIZATION

1. (U) Commanding Officer, USS MIDWAY (CV-41)

Captain R. S. OWENS, USN, (b) (6) 310; Commanding Officer from 1 January 1982 to 21 August 1982.

Captain C. R. McGRAIL, USN, (b) (6) 310; Commanding Officer from 21 August 1982 to 31 December 1982.

2. (U) Commander Air Wing FIVE embarked: Captain R. P. FLOWER; 1 January 1982 - 20 January 1982; Commander L. J. VERNON; 20 January 1982 - 31 December 1982

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

## B. SUMMARY OF OPERATIONS

### 1. (U) SYNOPSIS

1 January - 7 March in-port Yokosuka, Japan (EISRA 82-60)

8 - 20 March at sea refresher training in Northern Japan Operations Area

18 March A-7 Aircraft Lost at Sea

21 - 22 March in-port Sasebo, Japan

23 March - 4 April Operations East China Sea, Sea of Japan, Philippine Sea during TEAM SPIRIT 82-1

5 - 25 April in-port Yokosuka, Japan

26 April - 13 May at sea for READDEX 82 in Philippine Sea with USS CONSTELLATION and USS RANGER Battle Groups

13 May Transit San Bernardino Straits

14 - 20 May Operations in South China Sea

21 - 25 May port visit to Hong Kong

26 - 27 May enroute to Subic Bay, Philippines

28 May - 10 June upkeep in Subic Bay, Philippines

11 - 17 June Operations while enroute to Yokosuka, Japan

18 June - 26 July in-port Yokosuka, Japan

27 July - 19 August typhoon Bess evasion enroute to COPE STRIKE and ASWEX 82 -3J with JMSDF

20 August - 13 September in port Yokosuka for upkeep

21 August - USS MIDWAY Change of Command

14 September - 15 October Operations in Philippine Sea, Northern Pacific, Sea of Japan, South China Sea

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

17 September anchor Yokosuka to off-load EA-3 and return to R-116

21 - 24 September EMCON transit to NORPAC for USS ENTERPRISE dual battle group Operations

2 October transit Tsugaru Strait into Sea of Japan with USS ENTERPRISE Battle Group

15 October embark Vietnamese refugees

16 October disembark Vietnamese refugees

16 - 18 October Singapore port visit

19 - 29 October transit Strait of Malacca into Andaman Sea and return for MERLION 83-1 and "Crossing the Line" ceremony

30 October - 3 November Pattaya Beach port visit

4 - 10 November enroute Subic Bay, Philippines to conduct MINEX 83-1

10 November visitors cruise and continuation of MINEX 83-1

11 - 25 November upkeep Subic Bay, Philippines

26 - 28 November MISSILEX enroute to Hong Kong

29 November - 3 December Hong Kong port visit

4 - 10 December enroute to Yokosuka, Japan

10 December dependents/visitors cruise

11 - 31 December in-port Yokosuka, Japan

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

FULL TEXT

(U) USS MIDWAY (CV-41) began 1982 by completing its Extended Incremental Selected Restricted Availability (EISRA 82-60) inport Yokosuka, Japan. On 8 January USS MIDWAY was visited by a Chief of Naval Operations (CNO) Executive Panel (sub-panel for strategy), then on 25 January by Mr. John S. HARRINGTON, Under Secretary of the Navy. On 20 February Mr. William H. TAFT IV, Department of Defense Legal Counsel visited USS MIDWAY.

~~(C)~~ On 8 March USS MIDWAY (CV-41) departed Yokosuka enroute to the Northern Sea of Japan Operations Area for refresher training. At 0427Z on 18 March an A-7E Corsair, assigned to Attack Squadron Ninety-Three (VA-93) aboard the MIDWAY, crashed in the water when returning to land because of engine problems. The pilot, Lieutenant Commander (b) (6), ejected and was recovered by a helicopter of Helicopter Composite Squadron One (HC-1) Detachment Two also aboard CV-41. The pilot sustained no major injuries. CV-41 completed its refresher operations on 20 March and entered port at Sasebo, Japan on 21 March for weapons loading and liberty.

~~(C)~~ Following the Sasebo port call on 23 March, CV-41 entered the East China Sea for Exercise Team Spirit 82-1. Team Spirit is an exercise designed to train U.S. and South Korean forces in joint operations. It includes participation by all branches of both countries armed services. Most of the naval operations in Team Spirit 82-1 took place during MULTIPLEX - a standard naval exercise. During MULTIPLEX, USS MIDWAY conducted exercises in the East China Sea (ECS) and Sea of Japan (SOJ). While in the SOJ, CV-41 was almost constantly under surveillance by Soviet airborne and surface units. Visitors to USS MIDWAY during TEAM SPIRIT included members of the U.S. (NBC) and Korean press on 23 March. On 28 March South Korea's President CHUN Doo Hwan, Ambassador Richard L. WALKER, and various Korean military dignitaries were received aboard USS MIDWAY by Commander Seventh Fleet, Vice Admiral Staser HOLCOMB. Other guests visiting at that time included Admiral R. L. LONG, Commander-in-Chief Pacific (CINCPAC), and Major General OLMSTEAD, Commander III Marine Amphibious Force. On 29 March Major General R. E. MESSERLI, USAF, CINCPAC Deputy Chief of Staff and Inspector General was the guest of Rear Admiral HARDISTY, Commander Task Force Seventy/Seventy-Seven (CTF 70/77). On 2 April a crewmember, AN (b) (6), was blown overboard by jet exhaust. Airman (b) (6) was rescued by an embarked HC-1 helicopter with no serious injuries.

~~(C)~~ After completion of Exercise TEAM SPIRIT, CV-41 returned to Yokosuka, Japan for upkeep on 5 April. Later on 20 April Vice Admiral Robert F. SHOULTZ, Commander Naval Air Forces Pacific (COMNAVAIRPAC) came aboard CV-41 to present the COMNAVAIRPAC Battle Efficiency (BATTLE "E") award to USS MIDWAY; the COMNAVAIRPAC Engineering Officer of the Watch Award to LT (b) (6) and the COMNAVAIRPAC Food Service Excellence Award to Supply Division Five (S-5). He also congratulated the COMNAVAIRPAC Sailor of the Year (Afloat) AC1 Loren (b) (6).

~~(C)~~ On 26 April, USS MIDWAY departed Yokosuka enroute to the Northern Japan operating area for refresher operations prior to participation in exercise READEX 82.

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

The following day, Rear Admiral KOGA of the Japanese Maritime Self Defense Force (JMSDF) visited CV-41.

~~(C)~~ READEX 82 began on 3 May. Major participants included the USS CONSTELLATION, the USS RANGER, and the USS MIDWAY battle groups. During READEX 82, battle groups rendezvoused in the East Philippine Sea to conduct a Multi-Battle Group (BG) open ocean exercise in a multi-threat environment. Highlights included: an amphibious landing/turnaway supported by the USS MIDWAY BG and opposed by the USS CONSTELLATION BG; an opposed transit of a three carrier Battle Force (BF); and an open ocean MISSILEX conducted by USS CONSTELLATION and USS MIDWAY.

~~(C)~~ Following READEX 82, the CV-41 BG transited the San Bernardino Strait on 13 May arriving in the South China Sea (SCS) on 14 May. MIDWAY conducted operations in the SCS until 20 May. Also on 20 May, CV-41 received the following guests: Mr. Richard WILLIAMS, Deputy Consul General, U.S. Consulate, Hong Kong; Mr. John THORPE, Deputy Director, Hong Kong Police Special Branch; Mr. Richard HUTCHINGS, Senior Hong Kong Government Official; Capt Shane MIAO, Republic of China Navy (retired), Vice President, American International Group; Mr. Ron McAULAY, Director Kadoorie-McAulay Ltd; Mr. R.J.F. BROTHERS, Director Wheelock-Marden Co.; Mr. Wilfred CHAN, Vice President ESSO (HK); Mr. Horace CRARY, Vice President Morgan Trust, and others.

(U) On 26 May USS MIDWAY departed Hong Kong and conducted flight operations while enroute to Subic Bay, Republic of the Philippines. CV-41 arrived in Subic Bay on 28 May for upkeep and departed on 11 June.

(U) Following the port call at Subic Bay, USS MIDWAY conducted operations in the South China Sea, then transited north to Yokosuka, Japan continuing operations enroute. The MIDWAY arrived in Yokosuka on 18 June for upkeep.

(U) On 24 June members of The Society of Executives of Defense Oriented Business toured USS MIDWAY. Visitors included Yukio HASEGAWA, Manager Advanced Development Department Telecommunications Division, Hitachi Ltd.; Kiyoshi HOSAKA, Vice President and Hidehiko NISHIMURA, General Manager, Ship's Business Department, both of Hakodate Dock Co.; Nakahara YUTAKA, Director, Japan Defense Society; Arata HARUO, Vice Director, Japan Defense Society, and others.

~~(C)~~ USS MIDWAY was enroute to exercises COPE STRIKE and ASWEX 82-3J on 27 July when forced to take evasive action to avoid typhoon Bess. USS MIDWAY's airwing participated in COPE STRIKE, a USAF sponsored exercise, on 5 August. COPE STRIKE included air strikes at simulated enemy targets in South Korea. ASWEX 82-3J (Anti-Submarine Warfare Exercise) was a joint USN-JMSDF exercise conducted in the Sea of Japan 11-15 August. In addition to exercise participants, units of the Soviet Pacific Fleet and air force were present. Soviet units conducted surveillance of the Battle Group throughout most of its presence in the Sea of Japan. The Honorable John F. LEHMAN Jr., Secretary of the Navy, visited USS MIDWAY on 11 August during operations in the Sea of Japan. Also on 11 August, Rear Admiral Tsutoma YOSHIOKA of the JMSDF visited CV-

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

41 as the guest of Rear Admiral BROWN. USS MIDWAY entered port in Yokosuka on 20 August. The following day Captain Charles R. McGRAIL, U.S. Navy, relieved Captain Robert S. OWENS, U.S. Navy, as Commanding Officer. On 24 August Lieutenant General Joseph T. PALASTRA, USA, Deputy Chief of Staff, CINCPAC visited USS MIDWAY. On 3 September Minakichi KOSANO, President of the Yokosuka Chamber of Commerce and Industry, along with 24 others, visited CV-41. On 27 August, MIDWAY won the Ninth Annual George J. PURDY Motor Whaleboat Race held annually in Yokosuka. It was a first win for MIDWAY. The author of "MIDWAY" and "ZERO", Lieutenant General Masatake OKUMIYA, JASDF (retired) visited USS MIDWAY on 7 September. General OKUMIYA is a former Imperial Navy Aviator and JASDF Staff and School Commandant. He is now a director of the Japan Defense Society (JDS). He was accompanied by Mr. Akira HIRADA, Vice President of Matsushita Electric Co. Ltd., and a JDS Member.

(U) USS MIDWAY departed Yokosuka on 14 September for operations in the Philippine Sea, Northern Pacific, Sea of Japan, and South China Sea. While conducting refresher operations off the East Coast of Honshu on 17 September, Admiral Sylvester R. FOLEY Jr., Commander in Chief U.S. Pacific Fleet visited USS MIDWAY. He departed CV-41 on the 18th. On 17 September, USS MIDWAY made an unscheduled port call at Yokosuka to off-load an EA-3 aircraft which sustained structural damage upon landing aboard the aircraft carrier.

~~(C)~~ On 21 September CV-41 began its transit north to rendezvous with USS ENTERPRISE off the coast of Alaska for a two carrier battle force exercise in the extreme Northern Pacific (NORPAC). The USS MIDWAY battle group transited in strict Electronics Emissions Control (EMCON) and remained undetected throughout the transit and for approximately two days after arriving on station.

~~(C)~~ On 25 September, while conducting operations enroute the Northern Pacific, an F-4 Phantom aircraft assigned to VF-151 sustained severe structural damage while landing aboard MIDWAY. There were no personnel injuries. On 27 September, two TU-16 BADGER aircraft flew through the landing pattern while USS MIDWAY was recovering aircraft. This incident was reported as a possible Incident at Sea (INCSEA) violation because of the potential for a mid-air collision that it created. The TU-16's were escorted by USS MIDWAY aircraft at the time (two F-4 Phantom and one A-7 Corsair). On 29 September, two F-14 aircraft (from VF-114 and VF-213) and an A-6 aircraft from USS ENTERPRISE were received aboard due to unsuitable recovery weather aboard ENTERPRISE.

(U) Once EMCON restrictions were lifted, CV-41 was located and kept under surveillance by Soviet air and surface units until the BG entered the East China Sea approximately nine days later. From the Northern Pacific to the East China Sea the Battle Force (CV-41 and CVN-65 Battle Groups) transited the Tsugaru Straits, the Sea of Japan, and the Tsushima Straits.

~~(C)~~ Following Sea of Japan operations, CV-41 conducted operations in route to Singapore. On 5 October, Mr. Ichiro MASUOKA, Secretary of the Japanese House of Representatives visited USS MIDWAY while the aircraft carrier conducted operations in

DECLASSIFIED ~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

the Sea of Japan. Later on 10 October as CV-41 passed Okinawa, USS MIDWAY received six visitors from the Japanese Government on Okinawa. They were: Mr. Lawrence ENOMOTO, Deputy Consul General of the American Consulate, Naha, Okinawa; Mr. Koshu KOKUBA and Mr. Saburo ODO, members of the House of Representatives; Mr. Mikio HIGA, Vice Governor; Mr. Kazuo TAIRA, Vice Speaker of Okinawa Prefectural Assembly; Mayor Noboru HIGA of Urasoe City; and, Mr. Kotaro KOKUBA, President of Okinawa Prefectural Defense Cooperation Association.

(U) On 15 October, at approximately 280 NM Northeast of Singapore (04 deg. 51 min. North/106 deg. 42 min. East), USS MIDWAY, assisted by USS TOWERS, rescued 65 Vietnamese refugees. The refugee boat was taking on water and its motor was inoperative. The refugees were disembarked the following day, October 16, in Singapore as the MIDWAY began its port-call.

(U) Upon completion of the Singapore port-call on 19 October USS MIDWAY transited the Malacca Strait into the Andaman Sea overtaking a Soviet Task Group also enroute the Indian Ocean. The Soviet units consisted of a Krivak class destroyer, a CHARLIE class and a FOXTROT class submarine. The Midway Battle Group conducted operations for approximately two days in the vicinity of the Great Nicobar Islands then proceeded south on 22 October through the Malacca Strait enroute to exercise MERLION.

(U) Exercise MERLION is a Singapore-US exercise designed to train the Singapore Navy and Air Force in anti-ship warfare. USS MIDWAY participated in MERLION 83-1 on 25 October. On 26 October the Singapore minister of defense, Mr. (GOH) CHOK TONG, and the American Ambassador to Singapore the Honorable Harry E. T. THAYER visited USS MIDWAY. Other guests included Mr. (LIM) SIONG GUAN, Secretary to the Minister of Defense; Dr. (YEO) NING HONG, Minister of State (Defense); Captain T. W. DURANT, USN, Naval Attache, USDAO Singapore, and others.

(U) On 27 October, USS MIDWAY conducted a "Crossing the Line" (Equator) ceremony - a traditional ceremony held to initiate those individuals crossing the Equator for the first time while deployed aboard a naval ship. On 29 October the prospective Commander Carrier Group THREE, Rear Admiral KOHN visited CV-41.

(U) Following the Equator crossing, CV-41 transited north enroute Pattaya Beach, Thailand. USS MIDWAY conducted liberty call at Pattaya Beach for five days, departing on 3 November. On 4 November the Honorable John Gunther DEAN, United States Ambassador to Thailand visited USS MIDWAY. Guests at a luncheon and firepower demonstration included the Ambassador; Air-Chief Marshal Harin HONGSKULA, Speaker of the Thai Senate; Dr. Chaovana Na SYLVANTA, Privy Councillor; Admiral Samut SAHANAVIN, Deputy Minister of Defense; Kasem S. KASEMSRI, Ambassador designate to the U.S.; Mr. Prasong SOONSIRI, Secretary General, National Security Council; Gen Pramdi THAVORNCHAN, Chief of Staff, Royal Thai Army; and Major General Krawi Suthat Na AYUDHYA, Secretary General, National Assembly.

(U) USS MIDWAY continued enroute to Subic Bay after flying its Thai guests ashore. Enroute to Subic Bay USS MIDWAY's Airwing conducted air operations and a mining

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

exercise (MINEX 83-1). On 10 November CV-41 arrived in Subic Bay where, for the first time, dependents and guests of the crew were brought aboard for a short cruise. Later the same day, USS MIDWAY entered port in Subic Bay for upkeep and liberty. During this period MIDWAY successfully passed, with a grade of 86 percent, the COMNAVAIRPAC Annual 3-M Inspection.

(U) On 26 November the Midway Battle Group departed Subic Bay enroute to Hong Kong. A missile exercise (MISSILEX) was conducted during the 26 to 28 November time frame. On 29 November USS MIDWAY entered port at Hong Kong for a five day visit.

(U) USS MIDWAY departed Hong Kong on 4 December enroute to Yokosuka. Another dependents and guests cruise, the second one held by MIDWAY in Japan, was conducted upon arrival on 10 December. Later the same day, CV-41 entered port at Yokosuka for upkeep where it remained through the end of 1982.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

### C. SPECIAL TOPICS

#### 1. (U) Carrier Air Wing Five Command Organization

##### a. (U) Commander Carrier Air Wing Five:

Captain R. P. FLOWER; 1 January 1982 - 20 January 1982  
Commander L. J. VERNON; 20 January 1982

##### b. (U) Composition of Command

Fighter Squadron One Six One: 13 F-4S Phantom II

Commander Y. N. TARRANT; 1 January 1982 - 20 December 1982  
Commander R. C. WILLIAMSON; 20 December 1982

Fighter Squadron One Five One: 13 F-4S Phantom II

Commander R. S. FARRELL; 1 January 1982 - 16 April 1982  
Commander C. C. BUCHANAN; 16 April 1982

Attack Squadron Nine Three: 13 A-7E Corsair II

Commander J. H. FINNEY; 1 January 1982

Attack Squadron Five Six: 14 A-7E Corsair II

Commander E. E. SHIPE; 1 January 1982

Attack Squadron One One Five: 10 A-6E and 6 KA-6D Intruder

Commander R. R. WITTENBERG; 1 January 1982 - 16 July 1982  
Commander W. W. RADICAN; 16 July 1982

Tactical Electronic Warfare Squadron One Thirty Six: 5 EA-6B

Commander W. A. DWINELLE; 1 January 1982 - 16 November 1982  
Commander N. S. KOBYLK; 16 November 1982

Carrier Airborne Early Warning Squadron One One Five: 6 E-2B Hawkeye

Commander George C. KICKHOFEL; 1 January 1982 - 23 June 1982  
Commander Larry C. RICHARDSON; 23 June 1982

Marine Tactical Reconnaissance Squadron Three Detachment: 4 RF-4B

Officer-in-Charge Detachment C,

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

LT COL (b) (6); 1 January 1982 - 15 January 1982

Officer-in-Charge Detachment A,  
LT COL (b) (6); 16 January 1982 - 15 July 1982

Officer-in-Charge Detachment B,  
Major (b) (6); 16 July 1982

Helicopter Composite Squadron One Detachment Two: 5 SH-3G

Officer in Charge, LCDR (b) (6);  
1 January 1982 - 14 August 1982

Officer in Charge, LCDR (b) (6);  
14 August 1982

2. ~~(C)~~ Summary of CVW-5 Flight Hours for 1982

<u>MONTH</u>	<u>HOURS</u>	<u>TRAPS</u>
JAN	2060	0
FEB	2647	240
MAR	3635	1396
APR	2399	457
MAY	2753	1093
JUN	1865	75
JUL	2623	224
AUG	2814	944
SEP	2538	744
OCT	3116	1467
NOV	2464	694
DEC	<u>1326</u>	<u>212</u>
TOTAL	30,440	7,546

(U) The above summary includes figures for aircraft arrested landings (TRAPS) which will differ from the figures in annex A (Air Department). Air Department figures include all arrested landings while the above set of figures are for the Air Wing only.

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

## PART II

### DOCUMENTARY ANNEXES

#### A. MAJOR DEPARTMENT REPORTS

##### 1. (U) OPERATIONS DEPARTMENT

###### a. ~~(C)~~ Combat Information Center (CIC)

~~(C)~~ Following an extended inport period which ended in March, CV-41 departed Yokosuka for refresher operations in the local operations area and shortly thereafter joined exercise Team Spirit. The Combat Information Center (CIC) engaged in numerous Soviet aircraft intercept/tracking evolutions during this time period. Soviet aircraft performed reconnaissance against USS MIDWAY on a near continuous basis while CV-41 remained in the Sea of Japan. While CIC's air warfare kept track of air contacts, surface plot maintained track on Soviet ships that trailed CV-41. In addition, while Soviet activity continued, Team Spirit events included numerous inter-task force exercises involving coordination of command and control via CIC and numerous bombing exercises at sea and over land. These exercises included War-at-Sea (WASEX), Supersonic Intercept (SSI), Maritime Air Superiority (MAS) and Surface Surveillance Coordination (SSC), Electronic Jamming (JAMEX), Air-to-Air Warfare (AAWEX), practice Electronic Emission Control procedures (EMCON), Close Air Support (CAS), Force Defense, and Mini-Alpha Strikes.

~~(C)~~ READEX-82 began on 3 May. During this exercise CIC participated in numerous battle force exercises including AAWEXs, WASEXs, reconnaissance exercises (RECCEXs), airstrikes ashore, the employment of a relatively new combat air patrol procedure for Force Defense - - Vector Logic, a missile exercise (ship and aircraft), a flare exercise, and numerous inter-task force exercises. READEX-82 included participation by the USS Constellation (CV-64), the USS Ranger (CV-61) and USS Midway (CV-41).

~~(C)~~ Following READEX-82, the MIDWAY transited the San Bernardino Straits to the South China Sea (SCS) where operations were conducted in international waters adjacent to water claimed by the Socialist Republic of Vietnam and the Peoples Republic of China.

~~(C)~~ In July CIC participated in COPE STRIKE, a U.S. Air Force sponsored exercise and ASWEX 82-3J, an exercise with the Japanese Maritime Self Defense Force. During ASWEX 82-3J USS Midway provided air cover and Anti-Surface Ship Warfare (ASUW) support. Other exercises during this time frame included HARPOONEX (missile), AAWEX and Maritime Air Superiority training (MAS). COPE STRIKE was conducted on 4 and 5 August and included multiple bomb strikes, jamming exercises, WASEX and SSC exercises.

~~(C)~~ Following ASWEX 82-3J and COPE STRIKE, the next major event for the CIC

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

was operations in the Northern Pacific (NORPAC). USS MIDWAY conducted a transit to rendezvous in Electronic Emissions Control (EMCON) status while the ENTERPRISE (CV-65) transited to the rendezvous point overtly. CIC accordingly remained in a passive mode until EMCON was lifted at MODLOC (Modified Location). During operations at MODLOC, MIDWAY's CIC tracked various Soviet air platforms including BEAR, BADGER, BISON, MAY aircraft, and received reports of BACKFIRE aircraft in the vicinity.

~~(C)~~ On 2 October, the battle force transited the Tsugaru Straits into the Sea of Japan (SOJ) where surveillance by Soviet naval units continued until the battle force exited the Tsushima Strait. Once in the East China Sea MIDWAY resumed normal cyclic operations enroute to Singapore conducting a Conventional Readiness Assessment Exercise (CRAEX) enroute.

~~(C)~~ Following the Singapore port call the battle group transited to the Indian Ocean to provide temporary contingency support to U.S. forces operating in the Mediterranean Sea. Upon return to the Pacific, via the Malacca Straits, CIC participated in Exercise MERLION with the Singapore Navy as host. Exercises during this period included WASEX, air combat training, anti-surface unit training and SSC.

(U) The remainder of 1982 included numerous task force exercises including a MINEX in November while enroute Subic Bay, and a MISSILEX also in November while enroute to Hong Kong.

b. (U) METEOROLOGICAL HIGHLIGHTS

(U) On 20 December the US AIR FORCE launched a new defense meteorological satellite program (DMSP). The new system, in conjunction with USS MIDWAY's capability to receive direct read-out information, greatly enhances CV-41's meteorological/oceanographic forecasting capabilities.

c. ~~(C)~~ ELECTRONICS

(U) During Extended Incremental Selected Restricted Availability (EISRA) 82-60, December 1981 through February 1982, the Electronics Division completed ship alterations which included: S/A 5336K, the installation of a lightweight tacan antenna which enables the ship's tacan to be operated over a large number of radio frequency channels and allows top-of-the-mast installation; S/A 5450K, replaced Naval Modular Automated Communications System (NAVMACS) A+ with NAVMACS B and provided a system for automating certain message processing functions presently performed manually; S/A 5340K, installed Mute (AN/SSQ-82), a system which continuously monitors and controls the radiation status of shipboard emitters and provides for a very rapid shut down of preselected emitters as a response to anti-radiation missiles; S/A 5804K, replaced AN/URC-85 ultra-high frequency transceivers with AN/URC-93; S/A 4113K, was completed on the AN/SPS-48 radar; the final requirements of this alteration were to relocate the AN/SPN-42 aircraft landing system antennae to eliminate the vibration problems which have prevented the AN/SPN-42 from being fully certified; S/A 1546K, installed the AN/SRN-19 navigation set which enables the ship to navigate utilizing

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

satellite information.

~~(C)~~ Also during EISRA 82-60, repairs to various other equipment were done to include replacement of all antennae and pedestals associated with aircraft landing and control. This included the AN/SPN-41 instrumented landing system, the AN/SPN-42 automated carrier landing system and the AN/SPN-43 marshal radar. The AN/SPN-42 was again only recertified for Mode 1A approaches, this time due to time constraints during certification. The Ship's Inertial Navigation System (SINS) was refurbished by Sperry Corporation. Refurbished units included the binnacle, the control set and the interface adapter unit. Due to various system problems, SINS was not fully recertified until September 1982. Two new AN/SMQ-10 weather satellite receiver antennae were installed and the system checked out by Harris Corporation. The one active satellite failed before the system could be fully evaluated. The AN/SPA-4 radar repeater in Secondary Control was replaced with a newer more reliable AN/SPA-25 repeater. Primary power to the ultra-high frequency radios was divided between switchboards one and three in order to better provide line of sight communications. Previously all radios were powered from the same switchboard, resulting in no UHF communications if that switchboard was inoperative.

~~(C)~~ Some systems had field changes installed to modernize the systems to current standards. Changes to the AN/SPN-42 Automated Carrier Landing System included the certification limit monitor modification, spin error signal summation, wideband of the X band receiver, and a configuration update (ECC 201). Field changes to the AN/SPS-48 height finding air search radar included installation of a solid state receiver by International Telephone and Telegraph (ITT) Field Engineers. One field change to the refresh memory unit reduced the flickering of NTDS console displays.

(U) During EISRA 82-60 four NTDS consoles were exchanged for refurbished units bringing the total to six of twenty-two consoles replaced.

(U) The AN/SPN-42 retractable alignment mast (RAM) was relocated from the starboard quarter to the port quarter to eliminate the problem of the AN/SPN-42 system locking on to parked aircraft instead of the RAM corner reflector.

d. ~~(C)~~ INTELLIGENCE

~~(C)~~ MIDWAY's Intelligence section comprises three divisions providing cryptologic (OS), intelligence (OZ) and photographic (OP) support to the ship, airwing and embarked staffs. During 1982 this support was rated "excellent" to "outstanding" in Semi-annual Readiness and Quarterly Operational Commander's Performance reports.

~~(C)~~ Major events during 1982 included the removal of the Tactical Flag Command Center (TFCC) and associated equipment in preparation for new components meeting military specifications. The newer equipment is scheduled for installation in fiscal year 84. During 1982, the Intelligence Center (CVIC) provided support to the battle group during every major exercise conducted by CV-41. In addition CVIC coordinated tracking evolutions involving Soviet aircraft and ships throughout the year. The most notable

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

contacts involving Soviet units took place during CV-41's transit into the Sea of Japan (SOJ) during Team Spirit in March-April, ASWEX 82-33 in August, during NORPAC operations with the USS ENTERPRISE in September-October, and again as the NORPAC participants transited the SOJ in October.

(U) The Intelligence center continued to provide support to the embarked photographic reconnaissance detachment - - VMFP-3. VMFP-3 is the only RF-4B configured unit in PACFLT.

~~(C)~~ MIDWAY's Naval Security Group Division was augmented on six occasions by appropriate Cryptologic Electronic Support Measures (CESM) warfare skills to provide direct support to the ship, airwing and embarked staff. In all instances CESM resources were used extensively to detect, classify and track reconnaissance and transit flights by foreign aircraft in the battle group area. Signal Security (SIGSEC) personnel from the Naval Security Group Detachment at Yokosuka were embarked on three occasions to examine and help maintain the ship's excellent SIGSEC posture. The Commander, Carrier Group FIVE staff was embarked during all major underway periods during the year. During these periods the SPINTCOMM center routinely processed approximately 750 messages per day with no loss of efficiency. Material readiness of all cryptologic equipment was maintained near 99 percent throughout the year.

~~(C)~~ The ship's photographic laboratory was fitted with a correlator processor unit which, in conjunction with the RF-4B's synthetic aperture radar (SAR) capability, gives the task force a near real time SAR photographic readout capability.

## 2. (U) Supply Department

(U) During 1982 the Supply Department increased both material support and services. In February 1982 MIDWAY implemented a new inventory control and accounting system, Shipboard Uniform Automated Data Processing-Aviation (SUADPS-AV(207)). Throughout the year offship requisitions for Non-Mission Capable Supply/Partially Mission Capable Supply/Casualty Report (NMCS/PMCS/CASREP) were the lowest for all AIRPAC Aircraft Carriers. The Customer Service Section was upgraded to provide a single point of contact for all requisitions. Aviation support was improved by an offload of aviation material and a REAVCAL conducted during EISRA 82. In June 1982, USS MIDWAY received the Captain Edward F. NEY Memorial Award for the best Aircraft Carrier Enlisted Dining Facility in the Navy. In November it received the COMNAVAIRPAC Food Service Excellence Award for the second consecutive year. It is also a semi-finalist in the 1983 NEY Award competition. MIDWAY's Sales Division installed new laundry equipment, and to further increase service to the crew, installed five sets of home type washers/dryers. The Clothing and Small Store was also renovated in 1982. New equipment and facilities were added to the Automatic Data Processing (ADP) division and the UYK-(5)U computer was completely overhauled.

(U) SUADPS-AV(207) was implemented in February 1982. MIDWAY converted from the Shipboard Uniform Automated Data Processing - End Use (SUADPS-EU) 207 inventory and financial accounting system to the SUADPS-AV(207) system. The new AV(207) system

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

brought the entire ship's repair part and consumable inventory into the Navy Stock Fund making MIDWAY a retail stock point within the Navy Supply System. The significance of this action is that the inventory can be based upon the requirements of the ship as reflected by demand as well as allowance lists rather than the availability of OPTAR dollars. Consequently, inventory management and accounting is effectively separated from OPTAR accounting.

(U) Off-Ship NMCS, PMCS and CASREP requisitions were the lowest for all AIRPAC carriers due to a continual aggressive expediting program.

(U) The Customer Service Section was expanded to include open purchases. Now there is a single point of contact to process all incoming ship/airwing requirements.

(U) REAVCAL (Re-AVCAL) began with the development of AVCAL. Early in 1982 all aviation material was off-loaded and inventoried. Utilizing a new Aviation Coordinated Allowance List (AVCAL) developed in mid 1981, deficiencies were placed in order. This REAVCAL effort has significantly increased supply support during multi-site operations.

(U) In June 1982 the Secretary of the Navy announced USS MIDWAY as the winner of the 1982 Captain Edward F. NEY Memorial Award in the Aircraft Carrier Category. This culminated a year of outstanding service to the crew. In November 1982 MIDWAY was chosen as the recipient of the 1983 COMNAVAIRPAC Food Service Excellence Award for the second consecutive year and will represent COMNAVAIRPAC in the 1983 NEY Award Competition. During 1982 renovations to the facility included painting and tiling of all passageways and dining areas. The PRC deck was resurfaced in the fast food dining areas, and terrazzo was replaced in the aft galley, the aft bread room, butcher shop, aft vegetable preparation room, fast food galley, forward vegetable preparation room, milk shake room, forward reefer vestibule, and aft reefer vestibule.

(U) Twelve dry provision storerooms were incrementally renovated, all dry provisions were off-loaded and storerooms underwent Killmaster spraying to prevent insect infestation. Heating coils were installed in seven refrigerated spaces to facilitate the defrosting process and stores conveyor #3 was overhauled. "Rupe's Roost" was renamed "Chuck's Wagon" in honor of the new Commanding Officer. Fast food operations on the pier continued while inport Yokosuka. Monthly Birthday luncheons at the pierside diner with full table and candlelight dinner service were held.

(U) During 1982 the Sales Division saw many changes. The Laundry was completely renovated with the addition of new washers, dryers and presses. Five home type washers and dryers were added for the crew's use during inport periods. The Clothing and Small Store underwent a complete face lift that provided more sales counters for a greater display of clothing articles.

(U) During 1982 the ADP division implemented the AV-207 SUADPS Accounting System, acquired new magnetic tapes for the tape library, acquired a new 1710 Univac keypunch, and installed a paper tape interface. A partition was installed around the UYK-5)V computers to keep them clean and dust free. A Data System (DS) Shop was

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

established, and the keypunch room was remodeled. In December 1982, the computer system was overhauled under a Class C program.

3. (U) Engineering Department

(U) Since June, the Ship continued to have all 12 boilers in commission, with no major boiler repair work undertaken during the year.

(U) Major Casualties occurring in 1982 included the Number 3-8 spring bearing, which was replaced underway by ship's force after it wiped. The number 4 Main Engine (M.E.) chain drive Lube Oil Service Pump (L.O.S.P.) was replaced underway by ship's force. A bearing wiped in number one main engine reduction gear. Following the rupture of tubes in 3B boiler generating bank during June 1982, the ship's force initiated repair which was later completed by SRF Yokosuka. The entire generating bank was replaced.

(U) The Engineering Department underwent an OPBRE during the month of June 1982, receiving a grade of unsatisfactory due to failure of nine of sixteen Boiler Technician (BT) watchstanders to demonstrate proficiency, and consequently, an inability to demonstrate a two section underway steaming watch team. The department was certified by COMNAVAIRPAC during the month of August with a passing grade, resulting in the grade of unsatisfactory being upgraded to satisfactory.

(U) During calendar year 1982, USS MIDWAY had one 60-day Extended Incremental Selected Restricted Availability (EISRA 82-60) and three 20 day Incremental Selected Restricted Availabilities (ISRA'Ss 82-2, 82-4, and 82-5). A total of 1,560 jobs, which included repair work, five year maintenance (FYMP) and ship alterations, were completed during these availabilities. About 23 million dollars were expended to accomplish these jobs.

(U) In the area of Damage Control the following significant events took place during calendar year 1982: The HALON 1301 firefighting system was installed in all four main engine rooms and made ready for use in November 1982. The new Emergency Escape Breathing Devices were received to replace the old SSD's. All Damage Control competitive exercises were completed with a final grade of 95.79%.

(b) (3) (A)

USS MIDWAY and Engineering passed the Maintenance and Material Management/Planned Maintenance System (3M/PMS) inspection, with an overall grade for Damage Control of 86% for the ship and 86.5% for Engineering. Watertight integrity was increased through a program of Watertight Door/Watertight Hatch (WTD/WTH) repair and replacement. The firemain isolation capability was increased through a program of major firemain valve replacement with SRF Yokosuka. The ship completed all upkeep periods without significant fires due to hot work. No major fires or flooding were reported at any time during 1982.

4. ~~(C)~~ WEAPONS Department.

~~(C)~~ Weapons Department completed the year in a high state of readiness having

~~CONFIDENTIAL~~

DECLASSIFIED

successfully competed in and/or completed eight major inspections/exercises that included a Basic Point Defense live missile firing competitive exercise in May 1982,

(b) (3) (A)

, Combat Readiness Assessment Exercise (CRAE) in October 1982, Mine Warfare Exercise in November 1982, and completion of the Command's 3M Inspection conducted by COMNAVAIRPAC in November 1982.

(U) Weapons Department started the year in excellent material condition following an Extended Incremental Selected Restricted Availability (EISRA). Significant alterations to Weapons Department spaces included modifications to ammunition magazines to accommodate the Improved Rapid Re-arming System (IRRS), the acquisition of the AGM-84 HARPOON missile on 6 May, installation of Ready Service Lockers on the flight deck, and improved communication with its divisions by the acquisition of additional intercom stations. COMNAVAIRPAC Mobile Ordnance Training Team (MOTT) provided technical assistance and training on the IRRS for MIDWAY/CVW-5 personnel culminating in an IRRS bomb build-up on 22 skids utilizing Triple Ejector Racks (TERS). Weapons Station (WPNSTA) China Lake assessed MIDWAY's Missile Fin Corrosion Program as one of the best in WESTPAC.

(U) Weapons Department provided personnel to CVW-5 for the Quality Assurance Inspection of laser guided bomb assembly in conjunction with bomb assembly training to the squadrons and bomb/missile assembly teams for the shore detachments. Personnel support was also provided for an Anti-Ship Exercise (SINKEX) using Anti-Radiation Missiles - Standard Arm (STARM) and SHRIKE on 9 June and again on 10 and 11 June for a Missile Exercise (MISSILEX 82-12). Weapons Department gave excellent ordnance support to CVW-5 throughout MIDWAY's participation in Team Spirit, expending nine short tons of ordnance. A twenty one gun salute was executed by Weapons gunners during a shipboard visit by the President of Korea. Numerous ammo UNREPS were completed during this time frame, of particular note was the underway replenishment with the USS HALEAKALA, when 97 short tons of ordnance was transferred in less than one day. During the last quarter the department provided continuous support during MIDWAY's successful operations in the North Pacific, Sea of Japan, and Indian Ocean operating areas. Ready alert missiles, practice bombs, flares, chaff and continued training and exercise support were maintained. Operations included War at Sea Exercises with USS ENTERPRISE Battle Group, duty carrier responsibility in the Indian Ocean supporting a MERLION exercise, CRAE 83-1 which was completed in 12 hours, two mine warfare exercises in November and Close Air Support (CASEX) in December. The year was closed out with air power demonstrations for Philippine and Japanese dignitaries during respective Dependent Day cruises in November and December 1982. Current Extended Incremental Ship's Readiness Availability (EISRA) projects are aimed at general space rehabilitation and equipment maintenance

##### 5. (U) COMMUNICATIONS DEPARTMENT

(U) USS MIDWAY transmitted 51,286 messages and received 377,137 messages during the year. This is an increase of nearly 120,000 messages over the previous total.

~~CONFIDENTIAL~~

DECLASSIFIED

(U) In meeting its operational commitments, USS MIDWAY maintained satellite and long-haul, high frequency radio links with Naval Communications Area Master Stations in the Western Pacific (WESTPAC), Eastern Pacific (EASTPAC), and Mediterranean Sea (MED), as well as Naval Communications Stations San Miguel RP, Yokosuka JA, and Naval and Air Forces facilities in Korea and Alaska.

(U) Main communications was reconfigured with the installation of the Naval Modular Automated Communications Systems (NAVMACS) AN/SXQ-7 (V3). The reconfiguration was accomplished one week ahead of schedule in February 1982 and has since operated satisfactorily throughout the year. The NAVMACS V-3 system has enhanced the operation of the Communications Department through automation by eliminating many manual log keeping and processing functions. The NAVMACS V-3 magnetic tape storage capability has eliminated the troublesome microfilming process and its associated large volume of film storage. Another enhancement of the V-3 system has been the incorporation of up to four full duplex teletype circuits and four broadcast channels with the old V-2 system's satellite channel (CUDIX). The V-3 system has backup equipment in the event of a computer failure and provides a fall-back mode of operation in the event of major equipment casualties.

(U) Through its aggressive training program, the Communications Department maintained an M-1 training readiness status throughout the entire year. The department completed 267 readiness exercises through 31 December, and all of its required competitive exercises through June 1983 - - six months ahead of schedule.

(U) During three major exercises, TEAM SPIRIT 82, READEX 82, and Northern Pacific (NORPAC) Flexibility Operations (FLEXOPS-82), all of which involved two or more Carrier Battle Groups, the Communications Radio (CR) Division was Broadcast Control Station for as many as 20 ships. As Broadcast Control Station, CR Division keyed two Intra-Task Group high frequency broadcasts, screened up to four receive channels of broadcast that were keyed by NAVCAMS WESTPAC Guam, and protected for missing messages for the ships in company.

(U) Of significant note, was the Northern Pacific Operation (NORPAC 82) in which Emissions Control (EMCON) ALPHA was employed during a two carrier battle group operation. During this two week operation, USS MIDWAY's Communications Signal (CS) Division handled 665 messages and 1883 tactical signals. Employed were both the Allied procedures with U.S. units and International and Incidents at Sea (INCSEA) Agreement Procedures with Soviet units.

#### 6. (U) Safety/3M Department

(U) The COMNAVAIRPAC Maintenance and Material Management (3M) Inspection Team conducted a 3M assist visit from 25 April - 9 May 1982 and provided an in-depth informal evaluation of the ship's 3M program. Between 15-19 November, the COMNAVAIRPAC 3M Inspection Team returned to conduct the annual 3M Inspection. The ship received an evaluation of satisfactory with an overall Planned Maintenance System (PMS) performance rate of 86%.

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

(U) The safety program showed significant progress as reflected in the average number of injuries being reduced by 30%. The Navy Safety Center conducted a safety survey of the ship and airwing in April 1982, and a regular schedule of safety standdowns and smaller surveys were held throughout the year.

7. (U) Deck Department

(U) During 1982 Deck Department completed seven replenishments at sea with the following escorts: LOCKWOOD (1), DAVIDSON (1), KNOX (3), TOWERS (1), and REEVES (1).

(U) A total of fifty-five underway replenishments were completed with the following replenishment ships: SHASTA (2), PASSUMPSIC (10), NAVASOTA (3), MISPELLION (12), HASSAYAMPA (18), SAN JOSE (1), HALEAKALA (2), NIAGARA FALLS (1), PONCHATOULA (2), SPICA (3), and SACRAMENTO (1).

(U) Twenty-six Emergency Breakaway Drills and two Abandon Ship Drills were conducted.

(U) Deck Department led MIDWAY to an easy win of the Ninth Annual George I. PURDY Motor Whaleboat Race in Yokosuka - the first such win for MIDWAY.

8. (U) Medical Department

a. (U) The following statistical data for Medical Department is submitted for 1982:

<u>MONTH</u>	<u>PHARMACY PRESCRIPTIONS</u>	<u>LAB TESTS</u>	<u>X-RAYS</u>
JAN	803	1958	102
FEB	457	3212	77
MAR	2991	2991	325
APR	2045	2685	230
MAY	2965	2644	278
JUN	3731	7679	119
JUL	1981	2950	137
AUG	2487	2133	175
SEP	2177	1741	261

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

<u>MONTH</u>	<u>PHARMACY PRESCRIPTIONS</u>	<u>LAB TESTS</u>	<u>X-RAYS</u>
OCT	2659	1923	308
NOV	2806	4996	334
DEC	1734	2577	67
<u>MONTH</u>	<u>OUT-PATIENT VISITS</u>	<u>IN-PATIENT VISITS</u>	<u>SURGICAL PROCEDURES</u>
JAN	1554	0	2
FEB	1349	0	3
MAR	1724	25	20
APR	1529	3	7
MAY	1842	18	28
JUN	2037	10	6
JUL	1419	3	6
AUG	1497	16	25
SEP	3742	30	29
OCT	3855	34	18
NOV	2166	21	7
DEC	1254	10	6

9. (U) Dental Department

Midway's Dental Department has accomplished its mission through the delivery of comprehensive oral care to the officers and men of Midway, embarked Flags, Staffs and the Navy's only permanently embarked airwing, CVW-5. With a team of four Dental officers and 10 Dental technicians, over 36,000 dental procedures were performed. In addition, plaque control and cavity prevention instructions were given and preventive stannous flouride applications were administered. A continuing preventive dentistry program was maintained whereby crew members were instructed in the theory and technique of correct oral hygiene.

10. (U) Training Department

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

During 1982 a total of 3,274 tests were administered to MIDWAY personnel through the Training Department. MIDWAY offered 21 (3 semester hours each) college level courses through the pace program. A total of 27 (45 classroom hours each) high school courses were offered. Also in 1982, the Training Department advanced 429 personnel to E-2 and 667 to E-3. Twenty-four personnel were advanced under the provisions of the Command Advancement Program (CAP) (16 to E-4, 6 to E-5 and 2 to E-6). Finally, MIDWAY's Indoctrination Division processed 1,563 individuals through its training syllabus during 1982. A total of 660 personnel graduated from the Cardio-Pulmonary Resuscitation Course implemented in August 1982.

# 11. (U) Air Department

## a. ~~(C)~~ Statistics for 1982:

<u>MONTH</u>	<u>ARRESTED LANDINGS</u>	<u>CATAPULT/FREE DECK LAUNCHES</u>	<u>JP-5 FUEL CONSUMED (GAL)</u>
JAN	0	0	350
FEB	0	0	2,370
MAR	1,461	1,409	2,375,887
APR	468	464	838,758
MAY	1,111	1,153	2,163,203
JUN	104	116	99,336
JUL	231	180	377,964
AUG	993	1,044	1,824,216
SEP	761	714	1,405,751
OCT	1,500	1,489	2,635,797
NOV	708	713	1,275,991
DEC	251	302	412,654

## b. (U) Milestones:

(1) 262,000th Landing, 25 MAR 82, CDR L. VERNON (A-7E/CAG-5)

(2) 263,000th Landing, 30 APR 82, LT (b) (6) /LT (b) (6)  
(b) (6) (F-4S/VF-151)

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

- (3) 264,000th Landing, 18 MAY 82, LTJG (b) (6) (A-7E/VA-56)
- (4) 265,000th Landing, 11 AUG 82, LT (b) (6) (A-7E/VA-93)
- (5) 266,000th Landing, 25 SEP 82, LCDR (b) (6) /LTJG (b) (6) (F-4S/VF-151)
- (6) First F-14A Landing Aboard MIDWAY, 29 SEP 82, LT (b) (6) /LT (b) (6) (F-14A/VF-114)
- (7) First F-14A Catapult Shot Aboard MIDWAY, 30 SEP 82, LT (b) (6) /LT (b) (6) (F-14A/VF-114)
- (8) 267,000th Landing, 10 OCT 82, LT (b) (6) /LCDR (b) (6) (A-6E/VA-115)
- (9) 268,000th Landing, 8 NOV 82, LT (b) (6) /LT (b) (6) (F-4S/VF-151)

12. (U) Navigation Department

(U) Linear Miles Steamed: 43,204

(U) Inport Days: 223 (173 Yokosuka, 50 days in other ports)

(U) At-Sea Days: 142

13. (U) Aviation Intermediate Maintenance (AMID) Department

a. Production Data

<u>MONTH</u>	<u>COMPONENTS PROCESSED</u>	<u>COMPONENTS REPAIRED</u>	<u>% RFI</u>	<u>ROTABLE POOL EFFECTIVENESS</u>
JAN	1347	690	51.2	95.2
FEB	1250	771	61.7	94.9
MAR	4248	2591	60.1	95.1
APR	2889	1701	58.9	90.0
MAY	4289	2837	66.2	87.2
JUN	2236	1320	59.0	88.0
JUL	2640	1513	57.3	81.5

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

<u>MONTH</u>	<u>COMPONENTS PROCESSED</u>	<u>COMPONENTS REPAIRED</u>	<u>% RFI</u>	<u>ROTABLE POOL EFFECTIVENESS</u>
AUG	4144	2720	65.6	95.0
SEP	3454	2318	67.1	95.5
OCT	4322	2838	65.7	95.6
NOV	2791	1924	68.9	96.0
DEC	1962	1245	63.5	95.0

## b. Ship's C-1A Data:

<u>MONTH</u>	<u>FLT HRS</u>	<u>FLTS</u>	<u>ARRESTED LANDINGS</u>	<u>% OP RDY</u>
JAN	27.4	14	0	-
FEB	34.0	15	0	65.3
MAR	94.7	71	22	83.7
APR	53.8	31	30	67.0
MAY	0.0	0	0	99.3
JUN	1.2	3	0	89.3
JUL	46.7	28	2	60.1
AUG	46.8	23	4	18.4
SEP	13.1	7	0	-
OCT	32.4	17	4	-
NOV	2.8	4	0	-
DEC	29.7	12	0	-

(U) Operational Readiness (OP RDY) data is not available for the month of January and for September through December because of computer problems. The MIDWAY C-1A, Bureau Number (BUNO) 146036 was in Sub-Depot Level Maintenance (SDLM) from 23 April until 11 December. Replacement C-1A BUNO 136776 was received from NAF Misawa on 23 March.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

(U) Between 01 January and 31 March: The Avionics Division completed significant upgrading of support capability for the A-7 "Big-Eight" systems with the installation of two new and three newly reworked test benches. A new Turbofan/Jet Engine Test System run-up trailer was installed for the General Maintenance Division, and over fifty percent of the division's engine adapters, rails and other support equipment were refurbished to improve support in that area. Ground Support Equipment (GSE) Division completed extensive corrosion control and annual inspections on the NS-60 crash crane and all aircraft slings, and structural load tests were accomplished by GSE personnel. During this period, AIMD accomplished over 1500 man days of classroom professional training, and over 2000 man days of TAD support were provided for airwing detachments at Naval Air Facility (NAF) Atsugi, Naval Air Station (NAS) Cubi Point and NAS Whidbey Island.

(U) Between 01 April and 30 June: The Ground Support Equipment Division continued its extensive preventive maintenance and corrosion control program completely rehabilitating approximately twenty percent of assigned rolling stock. Both TAU-3 fire trucks were also refurbished. In General Maintenance Division, significant maintenance was performed on the HCT-10 Hydraulic Test Stand and the EGATS bench, and the Oil Analyzer was completely overhauled. A new ACCULAB-4 Oxygen Analyzer was also installed, and new fiberglass repair compounds were received, enabling the division to extend its repair capabilities to radomes. Four workcenters were rehabilitated under the self-help program. A review of AMID's maintenance practices was conducted by the Commander Naval Air Pacific (COMNAVAIRPAC) Maintenance Management Advisory Team and the Naval Safety Center's Safety Survey Team. Both teams generally found conditions highly satisfactory. AIMD's Jet Engine Repair Branch also received the Villard C. Sledge Memorial Maintenance Award for being the Navy's most productive J-79 and TF-41 Third Degree Maintenance activity.

(U) Between 01 July and 30 September: The expert bench maintenance efforts of the Avionics Division resulted in a nineteen day period during which no test benches were inoperative, a first in command collective memory. All benches in the EA-6B van complex were recalibrated by a NARF field team, and forty other benches were verified, and needed minor maintenance performed, and were recalibrated, thus increasing accuracy and reliability of a major portion of the division's equipment. Naval Aeronautical Engineering Service Unit (NAESU) tech reps also recalibrated the IPTS-9 Inertial Navigation Test Set, providing over 100 man hours of on the job training for AIMD technicians during the effort. The APS-96 bench was upgraded to make it compatible with the recently modified, more reliable E-2B radar, and several new pieces of equipment allowed expansion of calibration capabilities. The General Maintenance Division rehabilitated a substantial amount of support equipment, including buddy store cradles, engine trailers, and adapters. Capability was also established for onboard T-56 engine buildup with the addition of new tools and training. During North Pacific (NORPAC) dual battle group operations, the Avionics Division provided inter-AMID support to USS ENTERPRISE by repairing Exrep equipment and providing technical expertise, publications and material to restore several inoperative CVN-65 test benches.

(U) Between 01 October and 31 December: The General Maintenance Division continued its efforts to upgrade facilities with the complete refurbishment of the CSD/S

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

Test Stand and the repair and rehabilitation of the HCT-10 Hydraulic Test Stand. Complete corrosion control was also accomplished on all assigned engine stands. The AIMD Naval Oil Analysis Program (NOAP) Laboratory completed annual recertification for continued operation. GSE Division continued its preventive maintenance and corrosion control program, refurbishing thirty percent of assigned support equipment and performing complete corrosion control on forty-five percent of the division's rolling stock. In the Avionics Division, an intensive EA-6B van evaluation and rework effort was initiated to correct discrepancies and upgrade the vans for further use. The Digital Module Test (DIMOTE) Station was removed and shipped to CONUS, while the Inertial Platform Test Station (IPTS-9) was removed and replaced with a completely refurbished test set. Naval Air Rework Facility (NARF) field teams also reworked the MA-2 Generator Test Stand and replaced the wiring harness on one AWG-10A radar test bench. A new Avionics Shop 11 was also constructed for the planned installation of an updated Inertial Measurement Test Station, the IMUTS-II. Nine technicians were recertified in Miniature Component Repair. A Material Condition Inspection by the COMFAIRWESTPAC inspection team was also completed, during which the condition of Armament Equipment Pool items was cited as excellent. Avionics Division continued to provide extensive inter-AIMD support repairing defective aircraft components for the USS ENTERPRISE during NORPAC Operations. During this time, the AIMD in-house total of Non-RFI (Ready for Issue) components decreased to almost 400, the lowest level in the past several years.

#### 14. (U) Marine Detachment

(U) During early January 1982, the Marine Detachment was heavily involved in the rehabilitation of its berthing areas and preparing for the upcoming training deployment to Subic Bay, Republic of the Philippines. On 6 January 1982, the Executive Officer departed for Subic Bay as the advance party to prepare for the arrival of the first squad with twenty-four Marines and one corpsman on 10 January 1982. The first squad returned to Yokosuka on 31 January 1982.

(U) On the 28th of March, the Marines provided an honor guard for President CHUN and his party. Distinguished guests included Vice Admiral HOLCOMB, Commander, Seventh Fleet; and the United States Ambassador to Korea, Ambassador WALKER. The Marine Detachment also received a visit from Major General OLMSTEAD, Commander General, III Marine Amphibious Force. The General toured the Detachment berthing area and spoke to the Marines at an awards ceremony where he presented the Navy Achievement Medal to Corporal Jeffrey A. HAUTH.

(U) During the first two weeks of June, the Marine Detachment underwent some excellent training, including land navigation and JEST school, while enjoying the visit to the Philippines. On 16 July, the Detachment provided a Color Guard for the VA-15 Change of Command Ceremony. That night, many of the MIDWAY Marines attended the Change of Command/Retirement Ceremony for Colonel A. J. DOUBLET, Commanding Officer, Marine Barracks, Japan.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

~~CONFIDENTIAL~~

(U) On 8 August MIDWAY's prospective Commanding Officer, Captain C. R. McGRAIL, toured the MARDET spaces. He also observed the Detachment Drill Team and Honor Guard. On 17 August, Commander Task Force 70, Rear Admiral BROWN, was briefed by Captain BROECKERT and toured the Detachment spaces. On the 18th, the Detachment conducted a familiarization firing exercise on the fantail. The Marines fired the M16A1 rifle and the M-60 machinegun. On 20 August the MIDWAY returned to Yokosuka and on the 21st the Detachment provided a Color Guard for the USS MIDWAY Change of Command. On 27 August the MIDWAY Motor Whaleboat Team were the victors in the Ninth Annual George Purdy Motor Whaleboat Race held in Yokosuka.

(U) (b) (3) (A) [REDACTED], the Detachment provided security for [REDACTED]  
(b) (3) (A) [REDACTED] "...the Marine Detachment deserves special recognition for an outstanding training program and realistic application of security procedures. The cooperative spirit between Marine and Navy personnel also deserves special mention." Similar comments were received from (b) (3) (A) [REDACTED]

(U) On 17 September, the Detachment hosted the Fleet Marine Force Pacific (FMFPAC) Liaison Officer for COMNAVAIRPAC, Colonel M. J. NEEDHAM. He toured the Detachment spaces, observed the drill team, and briefed the Marines in the aft classroom. On 18 September, CINCPACFLT, Admiral S. R. FOLEY, spoke to the Marines in the berthing area.

(U) On 6 October 1982, the Secretary of the Japanese House of Representatives; Mr. Ichiro MASUOKA visited the MIDWAY. A major portion of his tour was with the Marine Detachment. He observed a Detachment ceremonial drill team practice in the hangar bay.

(U) On 10 October several high ranking Japanese officials accompanied Mr. Lawrence ENOMOTO, Deputy Consul General of the American Consulate, Naha, Okinawa while he toured the MIDWAY. One of the highlights of their tour was a visit to the Marine Detachment berthing area. The member of the party included Mr. Hosho KOKUBA, Member House of Representatives; Mr. Saburo ODO, Member House of Representatives; Mr. HIGA, Vice Governor; Mr. Kasuo TAIRA, Vice Speaker of Okinawa Prefectural Assembly; Mr. Noboru HIGA, Mayor of Urasoe City; and Mr. Kataro KOKUBA, President of Okinawa Prefectural Defense Cooperation Association.

(U) On 13 October the MIDWAY moored at Subic Bay, Philippines to take on stores. The Detachment provided an honor guard for Rear Admiral C. A. EASTERLING, Commander, Naval Air Forces Pacific.

(U) On 15 and 16 October the Marines provided security for sixty-five Vietnamese refugees who had been rescued from a sinking boat off the Vietnam Coast. On 16-18 October, the Marines enjoyed liberty in Singapore.

(U) On the 26th, the U.S. Ambassador to Singapore, the Honorable Harry E. THAYER and his party toured the MIDWAY. The official party included Mr. (GOH) Chok TONG,

DECLASSIFIED ~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

Singapore Minister of Defense; Mr. (YEO) Ning HONG, Minister of State (Defense); Mr. (LIM) Siong GUAM, Permanent Secretary; Colonel (LEE) Hsien LOONG, Chief of Staff General Staff; Captain T. W. DURANT, USN, Naval Attache USDAO Singapore; and Lieutenant Colonel Peter (CHEN) Siow SIONG, Acting Fleet Commander, Royal Singapore Navy.

(U) On the 27th the MIDWAY crossed the equator at 106 degrees/00.0 East. Sixty-one pollywogs of the Marine Detachment entered the Royal Domain and became trusty Shellbacks at WOG day festivities.

(U) On the 29th, while enroute to his new assignment as Commander Carrier Group Three aboard the USS ENTERPRISE, Rear Admiral KOHN toured the Marine Detachment berthing area.

(U) On 4 November 1982, the MIDWAY left Pattaya Beach and another group of distinguished visitors toured the Marine Detachment berthing. The party included six Thai Generals and the Honorable John Gunther DEAN, the U.S. Ambassador to Thailand.

(U) On the 10th of November, the MIDWAY hosted a visitors day cruise out of Subic Bay, Philippines. The Marine Detachment provided a static display and a live fire demonstration for the visitors. The highlight of the day was the Cake Cutting Ceremony for the Marine Corps Birthday on the flight deck.

(U) On the 16th, the Marine Detachment provided a Color Guard for the Change of Command for Tactical Electronic Warfare Squadron One Thirty-Six (VAQ-136). On 18 November 1982, the Marine Detachment held its Marine Corps Birthday Ball at the Staff Non-commissioned Officers Club, Subic Bay. In ceremonies before the ball both ceremonial drill teams performed. In addition Gunnery Sergeant (b) (6) and Corporal (b) (6) received the Navy Achievement Medal. The Guest of Honor for the ball was Captain Roger L. NEWMAN, USN, Executive Officer, USS MIDWAY. Among the guests were Rear Admiral and Mrs. T. F. BROWN, Commander Carrier Group Five.

(U) On 6 December 1982, six Okinawa based senior Marine and Navy Officers visited the MIDWAY. They observed the Marine Detachment's drill team practice and toured the Marine Detachment berthing area. The Generals spoke to the Marines at length. The group of senior officers consisted of MGEN R. E. HABEL, USMC CTF-79 (Landing Force Seventh Fleet); MGEN J. J. WENT, USMC CTG-79.3 (First Marine Aircraft Wing); BGEN F. E. PETERSEN, USMC, CTG-79.1 (Ninth Marine Amphibious Brigade); BGEN E. J. GODFREY, USMC, CTG-79.6 (Third Force Service Support Group); BGEN J. GARY, USMC, (Assistant Third Marine Division Commander); and CAPT (b) (6), USN, Chief of Staff, CTF 76 (Amphibious Force 7th Fleet)

(U) On 10 December 1982, the MIDWAY hosted a Dependents Day Cruise beginning in Yokosuka. The Marine Detachment provided outstanding entertainment for the visitors. The Marines set up a static display of Marine Corps weapons and gear, both drill teams performed, and a live fire demonstration was conducted.

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

(U) At 1400 on 13 December 1982, Captain Jerry BROECKERT was relieved by Captain Charles W. MOORE as Commanding Officer, Marine Detachment in ceremonies in hangar bay one.

(U) On 20 December, the Marine Detachment provided a Color Guard for the Change of Command ceremony for Fighter Squadron One Sixty One. On the 22nd the Detachment held a promotion board. The Marine Detachment closed out 1982 with guard classes, physical training and upkeep of the berthing spaces.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

B. PHOTO HISTORY  
(Photos are in separate enclosure)

<u>Date</u>	<u>Photo No.</u>	<u>Occasion</u>
08 JAN 82	0013	CNO Executive Panel
25 JAN 82	0078	Visit by Mr. John Harrington, Under SECNAV
27 FEB 82	0201	Visit by Mr. William M. Taft IV, Senior DOD legal counsel
28 MAR 82	0583	Visit by President Chun Doo Hwan, South Korea
29 MAR 82	0578	RADM Hardisty with Maj GEN Messerli, USAF
20 APR 82	0837	Battle "E" presentation by VAM Schoultz
20 APR 82	0840	Visit by Fleet Master Chief Muie
27 APR 82	0899	Visit by ADM Koga
20 MAY 82	1245	Visit by Hong Kong Delegation
06 AUG 82	1742	RADM Brown with Korean Air Force Officers
11 AUG 82	1827	Visit by Mr. John Lehman, SECNAV
11 AUG 82	1840	RADM Brown with RADM Tsuoma Yoshioka
24 AUG 82	2012	Visit by Deputy Chief of Staff CINCPAC, LGEN J. T. PALASTRA, USA
03 SEP 82	2056	Japanese Chamber of Commerce, Yokosuka Chapter
07 SEP 82	2071	LT GEN Okumiya and Mr. Harada being greeted by CAPT McGrail
07 SEP 82	0135	LT GEN Okumiya Touring USS Midway with CAPT McGrail
17 SEP 82	2078	CAPT McGrail presenting command plaque to ADM Foley
03 OCT 82	2456	RADM Brown in discussion with RADM Barth
05 OCT 82	2529	RADM Brown with Mr. Masuoka and CAPT Doerr
10 OCT 82	2663	Consul General Lawrence Enomoto and Okinawan Guests
13 OCT 82	2752	RADM Easterling touring USS Midway
17 OCT 82	2851	Distinguished Singapore residents aboard as guests with CAPT McGrail
26 OCT 82	0143	Mr. Goh, Ambassador Thayer visit in Singapore
29 OCT 82	3015	RADM Kohn arriving aboard USS Midway
04 NOV 82	3059	Flag LT greeting Thailand delegates
06 DEC 82	3342	CAPT Newman with Marine Corps Generals from Okinawa

~~CONFIDENTIAL~~